§ 1139.23 Revenue need.

The "study carriers" shall submit evidence of the sum of money, in addition to operating expenses, including that needed to attract debt and equity capital, which they require to insure financial stability and the capability to render service. This evidence shall include data required by Schedules C through G.

§ 1139.24 Official notice.

The Commission will take official notice of all of the proponent carriers' annual and quarterly reports on file with the Commission.

§ 1139.25 Service.

The detailed information called for herein shall be in writing and shall be verified by a person or persons having knowledge thereof. The original and 16 copies of each verified statement for the use of the Commission shall be filed with the Secretary, Interstate Commerce Commission, Washington, DC 20423. One copy of each statement shall be sent first-class mail to each of the regional offices of the Commission in the area affected by the proposed increase, where it will be open to public inspection. A copy of each statement shall be mailed by first-class mail to each party of record in the last formal proceeding concerning a general increase in bus passenger fares in the affected area or territory. Otherwise, the service requirements of § 1130.1 shall be observed.

§ 1139.26 Availability of underlying data.

All underlying data used in preparation of the material outlined above shall be made available in the office of the party serving such verified matter during usual office hours for inspection by any party of record desiring to do so, and shall be made available to the Commission upon request therefor. The underlying data shall be made available also at the hearing, but only if, and to the extent, specifically requested in writing and required by any party for the purpose of cross-examination.

SCHEDULE A—CLASS I PARTICIPATING CARRIERS' REVENUE DATA

[Dollars in thousands]

Line No. and carrier annual report No. (a)	Carrier (b)	Study code (c)	Total system operating revenue (d)	Total issue traffic revenue (e)	Percent of carrier's issue traffic revenue to—	
					Total system revenues, col, (e)÷col. (d) (2 Dec.) (f)	Total issue traffic revenues (percent dist. of col. (e) (2 Dec.) (g)
1						
2						
3						
4						
5						
6						
7						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						

EXPLANATORY—SCHEDULE A

Purpose. The purpose of Schedule A is to corroborate the selection of the ''study carriers'', as defined in §1139.21 of the prescribed procedures, and to provide a data base for the continuing evaluation of the validity and usefulness of the ''study carrier'' group.

Calendar Year. For the purpose of this schedule use the latest calendar year available preceding the filing date of the proposed increased fares and/or charges.

Column (a). The annual report number is that number assigned to the carrier by the Bureau of Accounts, Interstate Commerce Commission, for identification purposes.

Column (b). List Class I carrier members of national Bus Traffic Association and other interested Class I carriers participating in the tariffs of NBTA which will be affected by the proposal, in descending order of total system operating revenues.

Column (c). Use the following code for this column. For study carriers (as defined in §1139.21) insert ''S''. For non-study carriers insert ''NS''.

Column (d). Use amount shown in carrier's Annual Report, Schedule 2998, Line 9.

Column (e). Issue traffic is defined as that traffic (services) directly affected by the proposed increase in fares and/or charges.

Columns (f) and (g). These columns are self-explanatory and are obtained by calculations using columns (d) and (e).

SCHEDULE B—STUDY CARRIERS' REVENUE DATA

[Dollars in thousands]

Line No. and study carrier (a)	Total operating revenue (b)	Issue traffic (services) revenue		Total issue traffic revenue (d)	Total nonissue traffic revenue (e)	Miscellaneous station and other operating revenues (f)
		(C–1)	(C–2)			
Base year actual: 4-quarter period ending ________						
1	....	....	....	....	....	....
2	....	....	....	....	....	....
3	....	....	....	....	....	....
4	....	....	....	....	....	....
5	....	....	....	....	....	....
6	....	....	....	....	....	....
7	....	....	....	....	....	....
9	....	....	....	....	....	....
10	....	....	....	....	....	....
11	....	....	....	....	....	....
12	....	....	....	....	....	....
13	....	....	....	....	....	....
14	....	....	....	....	....	....
15	....	....	....	....	....	....
16	....	....	....	....	....	....
17	....	....	....	....	....	....
18	....	....	....	....	....	....
19	....	....	....	....	....	....
20	....	....	....	....	....	....
21	....	....	....	....	....	....
22	....	....	....	....	....	....
23	....	....	....	....	....	....
24	....	....	....	....	....	....
25	....	....	....	....	....	....
Total, all study carriers.						
Pro forma year based on proposed revenues						
1	....	....	....	....	....	....
2	....	....	....	....	....	....
3	....	....	....	....	....	....
4	....	....	....	....	....	....
5	....	....	....	....	....	....
6	....	....	....	....	....	....
7	....	....	....	....	....	....
9	....	....	....	....	....	....
10	....	....	....	....	....	....
11	....	....	....	....	....	....
12	....	....	....	....	....	....
13	....	....	....	....	....	....
14	....	....	....	....	....	....
15	....	....	....	....	....	....
16	....	....	....	....	....	....

SCHEDULE B—STUDY CARRIERS' REVENUE DATA—Continued

[Dollars in thousands]

Line No. and study carrier (a)	Total operating revenue (b)	Issue traffic (services) revenue		Total issue traffic revenue (d)	Total nonissue traffic revenue (e)	Miscellaneous station and other operating revenues (f)
		(C–1)	(C–2)			
17						
18						
19						
20						
21						
22						
23						
24						
25						
Total, all study carriers.						
Pro forma year based on current revenues						
1						
2						
3						
4						
5						
6						
7						
9						
10						
11						
12						
13						
14						
15						
16						
17						
18						
19						
20						
21						
22						
23						
24						
25						
Total, all study carriers.						

EXPLANATORY—SCHEDULE B

Purpose. The purpose of this schedule is to obtain—for each study carrier and by totals for all study carriers—(1) total operating revenue, (2) revenues attributable to the various types of traffic at issue, (3) revenue attributable to the total non-issue traffic, and (4) miscellaneous station and other operating revenues. These data shall be provided for the specified study periods, namely: Base year actual, pro forma year based on current revenues, and pro forma year based on proposed revenues.

The pro forma year based on proposed revenues for the traffic at issue will be compared to the issue traffic revenues for the pro forma year based on current revenues and for the base year actual to determine the amount of the proposed revenue increase being sought over these two periods. In addition, the revenue data for the total issue traffic (column (d)), will be used in Schedule C, Part III as a basis for allocating increased costs, i.e., the increased operating expenses and the increased ''sum of money'' costs.

Base Year Actual. Data to be reported in this and other schedules herein for the base year actual shall be based on the 4-quarter calendar year periods identified below:

FILING MONTH OF VERIFIED STATEMENT

January	Sept. 30, preceding year.
February	Do.
March	Do.
April	Dec. 31, preceding year.
May	Do.
June	Do.
July	Mar. 31, filing-month year.
August	Do.
September	Do.
October	June 30, filing-month year.
November	Do.
December	June 30, filing-month year.

The 4-quarter calendar year periods identified above represent the minimum requirement. However, in event a proposed fare/charge increase is filed at a time when data for a more current quarter than that specified are obtainable then that more current quarter may be used in the base year actual. For example, if an increase is filed in late March and data for the 4th quarter of the preceding year are obtainable, then the base year actual ending December 31 may be used in lieu of the base year actual ending September 30.

Pro forma year data. Revenue data for the pro forma year shall be reported in two ways, namely: Based on current revenues and based on proposed revenues. Separate schedules are required for each pro forma year. These data do not represent a forecast but reflect the results of 12 months of operation at particular rate levels. Thus, data for the pro forma year based on current revenues should be based on a restatement of the revenue data for the base year actual to reflect fares and/or charges which are currently in effect. Similarly data for the pro forma year based on proposed revenues should reflect a restatement of the base year actual data but at levels reflecting the proposed fares and/or charges.

Column (a). Insert in this column the company name of each ''study carrier'' as defined in § 1139.21 of the prescribed procedures.

Column (b). Use carrier's Annual Report, Schedule 2998, Line 9. The dollar amount in this column, for each study carrier, should equal the total of columns (d), (e), and (f).

Columns (c-1), (c-2), etc. As defined in § 1139.21, ''issue traffic'' means that traffic (service) affected by the proposed increase in fares and/or charges, and is limited to the fares and/or charges published in schedules and tariffs filed with the Interstate Commerce Commission. For the purpose of the proposed increases filed under the prescribed procedures of this proceeding, column (c) should be subdivided into columns (c-1), (c-2), etc. to show separately the revenue for each type of traffic in issue and each column should be appropriately headed. For instance, a proposal to increase passenger fares and express rates would call for Intercity Passenger Revenue in column (c-1), and Express Revenue in column (c-2). If a third basic service is included in the proposed increase, column (c-3) should show revenue from that traffic with an appropriate identification in this column heading.

Column (d). The total issue traffic revenues in this column should equal the sum of columns (c-1), (c-2), etc.

Column (e). The revenues to be reported in this column shall consist of those revenues other than ''total issue traffic revenue'' (Column (d)), and ''miscellaneous station and other operating revenues'' (Column (f)). Thus, ''non-issue traffic revenue'' means those revenues accruing from providing the types of services indicated in columns (c-1), etc., but which may be ''intrastate'' in nature, are ''exempt'' as provided under 49 U.S.C. 10721, 10722, 10723 and 10724, or which are otherwise not at issue in a proposed fare and/or charge increase. Such non-issue traffic may also include a commuter or mass transportation service, which is the transportation of passengers generally performed within a city or town and the suburban areas contiguous thereto. However, in some instances this service may also be intercity in character where the cities involved are within relatively short distances of each other and the primary purpose is the mass transportation of commuter passengers to and from these cities.

Column (f). For the purpose of this schedule the revenues to be reported in this column shall consist of those in Account 3600, Miscellaneous Station Revenue, and in Account 3900, Other Operating Revenue. (See 49 CFR Part 1206.)

Presentation of statement on revenue sample studies. Historically, in order to separate interstate from intrastate revenues, it has not been necessary for annual report purposes for each carrier to conduct studies of its traffic operations, whether based upon sampling or otherwise, however, many of the Class I carriers make such studies for managerial purposes. In order to permit the evaluation of such studies, and the evidence derived therefrom, each study carrier, as defined in section 1139.21, shall submit an affidavit explaining how its study was conducted and how it appraises the reliability of the results. Carriers having studies based upon sampling should conform with the staff report entitled ''Guidelines for the Presentation of the Results of Sample Studies,'' February 1, 1971.

[42 FR 32541, June 27, 1977. Redesignated and amended at 47 FR 49577, Nov. 1, 1982]

Attachment 1

SCHEDULE C

PART I—CONDENSED INCOME STATEMENT

[Dollars in thousands]

( ) Greyhound Lines, Inc. ( )Trailways combined ( ) All study carriers

Line No. and Item (a)	Source A.R. schedule 250(b)	Base year-actual (c)	Pro forma year				
			Current revenue and projected expense (d)	Proposed revenue and projected expense (e)	Proposed revenue and future expense (f)	Constructed revenue need projected expense (g)	Constructed revenue need future expense (h)
1. Passenger revenue	L. 1						
2. Special bus revenue	L. 2						
3. Baggage revenue	L. 3						
4. Mail revenue	L. 4						
5. Express revenue	L. 5						
6. Newspaper revenue	L. 6						
7. Miscellaneous station revenue	L. 7						
8. Other operating revenue	L. 8						
9. Total revenues	L. 12						
10. Total expenses	L. 18						
11. Net operating revenue	L. 19						
12. Rent for lease of carrier property-debt	L. 20						
13. Income from lease of carrier property-credit	L. 21						
14. Net carrier operating income	L. 22						
15. Total other income	L. 33						
16. Gross income	L. 34						
17. Interest and amortization of debt discount expenses and premium.	Sums of lines 35, 38, and 39.						
18. Total income deductions	L. 42						
19. Income (loss) from continuing operations before income taxes.	L. 43						
20. Income taxes on income from continuing operations.	L. 44						
21. Provision for deferred taxes	L. 45						
22. Income (loss) from continuing operations	L. 46						
23. Total income (loss) from discontinued operations.	L. 49						
24. Total extraordinary items and accounting changes (debit) credit.	L. 56						
25. Net income (loss) transferred to retained income-unappropriated.	L. 57						

PART II—SYSTEM OPERATING EXPENSES AND SUM OF MONEY ASSIGNED TO TRANSPORTATION SERVICE

[Dollars in thousands]

Line No. and Item (a)	Source (b)	Base year-actual (c)	Pro-forma year: Current revenue and projected expense (d)	Pro-forma year: Proposed revenue and projected expense (e)	Pro-forma year: Proposed revenue and future expense (f)	Pro-forma year: Constructed revenue need projected expense (g)	Pro-forma year: Constructed revenue need future expense (h)
1. Operating expenses "Sum of money" items	Pt. I, L. 10						
2. Rent for, and from, lease of carrier property (net).	Pt. I, net of ls. 12 and 13						
3. Interest and amortization of debt discount and expense and premium on debt.	Pt. I, L. 17						
4. Percent of carrier operating property to total tangible property.	A. R. Sch. 200 col. (b) (ls. 19 and 21)÷(L. 26) (2 dec.).						
5. Interest and related expenses assigned to transportation service.	L. 3xl, 4, above						
6. Taxable income assigned to transportation service.	(Pt. I, L. 14) minus (pt. II, L. 5)						
7. Taxable income from continuing operations	Pt. I, L. 19						
8. Percent of taxable income assigned to transportation service to taxable income from continuing operations.	L. 6÷L. 7, above (2 dec.)						
9. Total income taxes	Pt. I, L. 20						
10. Income taxes assigned to transportation service.	L. 8xL. 9, above						
11. Income (loss) assigned to transportation service.	L. 6 minus L. 10 above						
12. Total "sum of money" items assigned to transportation service.	Ls. 2, 5, 10 and 11						
13. Operating expenses and "sum of money" assigned to transportation service.	Ls. 1 and 12, above						
14. Ratio of income (loss) assigned to transportation to income (loss) from continuing operations (1 det.).	Pt. II, L. 11÷Pt. I, L. 22						

PART III—ALLOCATION OF INCREASED SYSTEM OPERATING EXPENSES AND SUM OF MONEY TO TRAFFIC AT ISSUE

[Dollars in thousands]

Line No. and Item (a)	Source (b)	Base year-actual (c)	Pro-forma year: Current revenue and projected expense (d)	Pro-forma year: Proposed revenue and projected expense (e)	Pro-forma year: Proposed revenue and future expense (f)	Pro-forma year: Constructed revenue need projected expense (g)	Pro-forma year: Constructed revenue need future expense (h)
A.—Revenue distribution							
1. Revenues applicable to traffic at issue	From revenue study	....	....	....	....	....	....
2. System operating revenues, less miscellaneous station revenues (3600) and other operating revenues (2900).	Sch. C, pt. I, L. 9÷Ls. 7 and 8	....	....	....	....	....	....
3. Percent of total issue traffic revenues to L. 2 revenues.	L. 1÷L. 2 (percent to 2 dec.)	....	....	....	....	....	....
B.—Allocation to traffic at issue							
4. Increased system operating expenses	Pt. II, line 1	....	....	....	....	....	....
5. Increased system "sum of money"	Pt. II, line 12	....	....	....	....	....	....
6. Total increased system operating expenses and "sum of money".	L. 4÷L. 5, above	....	....	....	....	....	....
7. Allocation of line 6 to traffic at issue	L. 3 x L. 6 above	....	....	....	....	....	....
8. Increased revenues on traffic at issue	L. 1, above	....	....	....	....	....	....
9. Ratio of increased revenues to increased costs on traffic at issue.	L. 8÷L. 7, above (2 dec.)	....	....	....	....	....	....

EXPLANATORY—SCHEDULE C (PARTS I, II, AND III)

Columns (*d*) *through* (*h*). These columns shall contain the pro forma year data.

The data reported in column (d) shall be the base year actual (column (c)) restated to reflect conditions (wage, price, and productivity, etc.) prevailing on or near the effective date of the proposed increase. Revenues in column (d) shall be based on fares and charges which are currently in effect.

The data reported in column (e) shall also be the base year actual (column (c)) restated to reflect conditions (wage, price, and productivity, etc.) prevailing on or near the effective date of the proposed increase. Unlike column (d), however, revenues in column (e) shall be based on the proposed fares and charges.

The data reported in column (f) shall also be the base year actual (column (c)) restated to reflect conditions (wage, price, and productivity, etc.) prevailing on or near the effective date of the proposed increase plus allowable foreseeable future costs. Revenues shall be based on the proposed fares and charges.

The data reported in columns (g) and (h) shall be based on what the system revenue needs of the study carriers should be at a given time, including the constructed projected and future operating expenses and the constructed ''sum of money'' above these expenses. The constructed ''sum of money'' should be supported by evidence that it is a just and reasonable amount and is that needed to attract debt and equity capital and to insure financial stability and the capacity to render service. Such evidence should include an analysis of the adequacy of the carriers' earnings, the carriers' cost of debt and equity capital, the various kinds of risk attending their operations and the financing thereof, and the carriers' ongoing needs for working capital, new equipment and facilities.

[47 FR 53281, Nov. 24, 1982]

SCHEDULE D

[Dollars in thousands]

( ) Greyhound Lines, Inc. ( ) Trailways combined ( ) All study carriers

Line No. and Item (a)	Source (b)	Calendar year 19— (c)	Calendar year 19— (d)	Base year actual (e)
PART I.—Selected financial data				
Income statement data:				
1 Total revenues	Sch. 2998, L. 9	....	....	....
2 Total expenses	Sch. 2998, L. 15	....	....	....
3 Depreciation expense and amortization of carrier operating property.	Sch. 2998, L. 11 + L. 12	....	....	....
4 Lease of carrier property (net)	Sch. 2998, L. 17 + L. 18	....	....	....
5 Net carrier operating income	Sch. 2998, L. 19	....	....	....
6 Equity in earnings (losses) of associated companys.	Sch. 2998, L. 29	....	....	....
7 Interest on long-term obligations	Sch. 2998, L. 32	....	....	....
8 Amortization of debt discount and expense and premium on debt (net).	Sch. 2998, L. 35 + L. 36	....	....	....
9 Pretax income (loss)	Sch. 2998, L. 40	....	....	....
10 Tax on income from continuing operations	Sch. 2998, L. 41	....	....	....
11 Provision for deferred taxes	Sch. 2998, L. 42	....	....	....
12 Income (loss) from continuing operations	Sch. 2998, L. 43	....	....	....
13 Total income (loss) from discontinued operations.	Sch. 2998, L. 46	....	....	....
14 Total extraordinary items and accounting changes—(debit) credit.	Sch. 2998, L. 53	....	....	....
15 Net income (loss)	Sch. 2998, L. 54	....	....	....
Balance sheet data:				
16 Current assets	Sch. 100, L. 17, col. (b)	....	....	....
17 Current liabilities	Sch. 101, L. 14, col. (b)	....	....	....
18 Current assets [1]	Sch. 100, L. 17	....	....	....
19 Current liabilities [1]	Sch. 101, L. 14	....	....	....
20 Long-term debt due within 1 yr	Sch. 101, L. 15, col. (b)	....	....	....
21 Long-term debt due after 1 yr	Sch. 101, L. 24, col. (b)	....	....	....
22 Long-term debt due within 1 yr [1]	Sch. 101, L. 15	....	....	....
23 Long-term debt due after 1 yr [1]	Sch. 101, L. 24	....	....	....
24 Owners' equity	Sch. 101, L. 38 + L. 41 + L. 44 — L. 45, col. (b).	....	....	....
25 Owners' equity [1]	Sch. 101, L. 38 + L. 41 + L. 44 — L. 45.	....	....	....
26 Total intangible property [1]	Sch. 100, L. 31	....	....	....

SCHEDULE D—Continued

[Dollars in thousands]

( ) Greyhound Lines, Inc. ( ) Trailways combined ( ) All study carriers

Line No. and Item (a)	Source (b)	Calendar year 19— (c)	Calendar year 19— (d)	Base year actual (e)
27 Net carrier operating property (owned plus leased to others)[1].	Sch. 100, L. 19 + L. 21	....	....	....
28 Investment in owned and leased property plus working capital.	L. 27 + L. 18 — L. 19	....	....	....
Miscellaneous and financial ratios:				
29 Cash dividend appropriations	Sch. 2930, L. 16	....	....	....
30 Operating ratio (percent)	L. 2 ÷ L. 1	....	....	....
31 Current ratio	L. 16 ÷ L. 17	....	....	....
32 Dividend payout ratio (percent)	L. 29 ÷ L. 15	....	....	....
33 Throwoff to debt ratio (percent)	(L. 3 + L. 15) ÷ (L. 20 + L. 21).	....	....	....
34 Capital structure ratio (percent)	(L. 20 + L. 21) ÷ (L. 20 + L. 21 + L. 24).	....	....	....
35 Working capital	L. 18 — L. 19	....	....	....
36 Rate of return on owned and leased operating property plus working capital (percent).	L. 5 ÷ L. 28	....	....	....
37 Rate of return on owners' equity, less intangibles (percent).	L. 15 ÷ (L. 25 — L. 26)	....	....	....
38 Rate of return on total capitalization (percent)	(L. 7 + L. 8 + L. 15) ÷ (L. 22 + L. 23 + L. 25).	....	....	....
PART II. Accounts giving effect to interperiod tax allocation (deferred taxes) and impact of investment tax credit				
Balance sheets accounts:				
1 Deferred income tax charges	Sch. 100, L. 16, col. (b)	....	....	....
2 Accumulated deferred income tax charges	Sch. 100, L. 44, col. (b)	....	....	....
3 Deferred income tax credits	Sch. 101, L. 13, col. (b)	....	....	....
4 Accumulated deferred income tax credits	Sch. 101, L. 27, col. (b)	....	....	....
Income statement accounts:				
5 Provision for deferred taxes	Sch. 2998, L. 42	....	....	....
6 Provision for deferred taxes—Extraordinary items.	Sch. 2998, L. 50	....	....	....
7 Impact of investment tax credit on continuing operations.	See explanatory	....	....	....

[1] Show average of beginning and end-of-year figures.

EXPLANATORY—SCHEDULE D (PART I)

Purpose. The purpose of Schedule D (Part I) is to ascertain the financial posture of Greyhound Lines, Inc. and all the study carrier carriers by an analysis of certain key financial data, with a view to determining revenue needs.

Study Carrier Groupings. Schedule D (Part I) shall be prepared on the following two bases:

1. Greyhound Lines, Inc.

2. Trailways Combined (study carriers, only)

3. All Study Carriers

Column (b). The annual report sources in this column refer to the 1976 Annual Report Form MP–1. For years prior or subsequent to 1976, use comparable sources.

Column (c). If the fare/charge increase is filed during the first six months of the calendar year, the data reported in column (c) shall be based on the 3rd calendar year preceding the filing year. For example, if the rate increase is filed on May 15, 1977, column (c) shall report data for calendar year 1974.

If the fare/charge increase is filed during the last six months of the calendar year, the data reported in column (c) shall be based on the 2nd calendar year preceding the filing year. For example, if the rate increase is filed on Nov. 15, 1977, column (c) should report data for calendar year 1975.

Column (d). If the fare/charge increase is filed during the first six months of the calendar year, the data reported in column (d) should be based on the 2nd calendar year preceding the filing year. For example, if the rate increase is filed on May 15, 1977, column (d) should report data for calendar year 1975.

If the rate increase is filed during the last six months of the calendar year, the data reported in column (d) shall be based on the 1st calendar year preceding the filing year. If, for example, the fare/charge increase is filed on November 15, 1977, column (d) should report data for calendar year 1976.

Column (e). Data to be reported in this column for the base year actual shall be based on the 4-quarter calendar year periods identified below:

Filing month of verified statement	Four-quarter calendar year period ending
January	Sept. 30, preceding year.
February	Do.
March	Do.
April	Dec. 31, preceding year.
May	Do.
June	Do.
July	Mar. 31, filing-month year.
August	Do.
September	Do.
October	June 30, filing-month year.
November	Do.
December	Do.

The 4-quarter calendar year periods identified above represent the minimum requirement. However, in event a proposed fare/charge increase is filed at a time when data for a more current quarter than that specified are obtainable, the more current quarter may be used in the base year-actual. For example, if an increase is filed in late March and data for the 4th quarter of the preceding year is obtainable, the base year-actual ending December 31, may be used in lieu of the base year-actual ending September 30.

EXPLANATORY—SCHEDULE D (PART II)

Purpose. Schedule D (Part II) is designed to segregate the impacts of: (1) The Commission's deferred tax accounting rule change; and (2) the impact of the investment tax credit on continuing operations.

Study Carrier Groupings. The study carrier groups for Part II shall be the same as those designated for Part I.

Column (b). The annual report sources in this column refer to the 1976 Annual Report Form MP–1. For years prior or subsequent to 1976, use comparable sources.

Columns (c), (d) and (e). The reporting periods for Part II shall correspond to those in Part I.

Investment Tax Credit Impact. This impact is: (1) The amount by which Account 8000, Income Taxes on Income from Continuing Operations, was credited for the investment tax credit if the flow-through accounting method was elected or (2) the amount by which Account 8040, Provision for Deferred Taxes, was credited for the amortization of the investment tax credit if the deferral accounting method was elected.

[42 FR 32541, June 27, 1977; 42 FR 40861, Aug. 12, 1977. Redesignated at 47 FR 49577, Nov. 1, 1982]

SCHEDULE E—STATEMENT OF CHANGES IN FINANCIAL POSITION

[Dollars in thousands]

( ) Greyhound Lines, Inc. ( ) Trailways combined ( ) All study carriers

Line No. and item (a)	Source (b)	Calendar year 19— (c)	Calendar year 19— (d)	Base year-actual (e)
SOURCES OF WORKING CAPITAL				
Working capital provided by operations:				
1 Net income (loss) before extraordinary items	Sch. 2998, L. 47, col. (b)			
Add expenses not requiring outlay of working capital (subtract) credits not generating working capital:				
2 Loss (gain) on sale or disposal of tangible property.	Sch. 5091, L. 7, col. (b)			
3 Add depreciation and amortization expense	Sch. 2998, Ls. 11+12+35+36, col. (b).			
4 Net increase (decrease) in deferred income taxes.	Sch. 2998, L. 42, col. (b)			
5 Net decrease (increase) in parent's share of subsidiary's undistributed income for the year.	Sch. 2998, L. 28			
6 Net increase (decrease) in noncurrent portion of estimated liabilities.	Sch. 101, L. 31, cols. (b)-(c)			
7 Other (specify):				
8				
9				
10				
11				
12				
13				
14				
15				
16				
17				
18 Total working capital from operations before extraordinary items.				
19 Extraordinary items and accounting changes	Sch. 2998, L. 53, col. (b)			
Add expenses not requiring outlay of working capital (subtract) credits not generating working capital.				
20 Loss (gain) on extraordinary items	Sch. 2998, L. 48, col. (b)			

SCHEDULE E—STATEMENT OF CHANGES IN FINANCIAL POSITION—Continued

[Dollars in thousands]

( ) Greyhound Lines, Inc. ( ) Trailways combined ( ) All study carriers

Line No. and item (a)	Source (b)	Calendar year 19— (c)	Calendar year 19— (d)	Base year-actual (e)
21 Net increase (decrease) in deferred income taxes.	Sch. 2998, L. 50, col (b)			
22 Cumulative effect of changes in accounting principles.	Sch. 2998, L. 52, col. (b)			
Other (specify):				
23				
24				
25				
26				
27				
28 Total working capital from extraordinary items and accounting changes.				
29 Total working capital from operations (lines 18 and 28).				
Working capital from sources other than operating:				
30 Proceeds from issuance of long-term liabilities				
31 Proceeds from sale/disposition of carrier operating property.	Sch. 1200-A, L. 9			
32 Proceeds from sale/disposition of other tangible property.				
33 Proceeds from sale/repayment of investments advances.	Sch. 1600/1650, ls. 23+47			
34 Net decrease in sinking and other special funds.	Sch. 1700, ls. 15+31+50, cols. (d)–(j).			
35 Proceeds from issue of capital stock	Sch. 2700A/2710A, L. 12, cols. (e)+(f)—(i).			
Other (specify):				
36				
37				
38				
39				
40				
41 Total working capital from sources other than operating.				
42 Total sources of working capital (lines 29 and 41).				
APPLICATION OF WORKING CAPITAL				
43 Amount paid to acquire/retire long-term liabilities.				
44 Cash dividends	Sch. 2930, L. 16			
45 Purchase price of carrier operating property	Sch. 1200, L. 11, col. (c)			
46 Purchase price of other tangible property				
47 Purchase price of long-term investments and advances.	Sch. 1600/1650, ls. 23+47, col. (e).			
48 Net increase in sinking or other special funds	Sch. 1700, ls. 15+31+50, cols. (j)–(d).			
49 Purchase price of acquiring treasury stock	Sch. 2700B/2710B, L. 12, col. (c).			
Other (specify):				
50				
51				
52				
53				
54				
55 Total application of working capital				
56 Net increase (decrease) in working capital (line 42 less line 55).				

EXPLANATORY—SCHEDULE E

Purpose. Schedule E is designed to provide the Commission with an indication of the carrier's sources and uses of funds over the recent past.

Study Carrier Groupings. Schedule E shall be prepared on the following two bases:

1. Greyhound Lines, Inc.
2. Trailways Combined (study carriers, only)
3. All Study Carriers

''Funds''. The term ''Funds'' for the purpose of this schedule shall include all assets or financial resources even though a transaction may not directly affect cash or working capital. For example, the purchase of property in exchange for bonds or shares of stock would be an application of funds for investment in property provided by the issue of securities.

Sources and uses of funds should be individually disclosed. For example, outlays for fixed assets should not be reported net of retirements.

Column (b). The annual report sources in this column refer to the 1976 Annual Report Form MP–1. For years prior or subsequent to 1976, use comparable sources.

Column (c). If the fare/charge increase is filed during the first six months of the calendar year, the data reported in column (c) shall be based on the 3rd calendar year preceding the filing year. For example, if the rate increase is filed on May 15, 1977, column (c) shall report data for calendar year 1974.

If the fare/charge increase is filed during the last six months of the calendar year, the data reported in column (c) shall be based on the 2nd calendar year preceding the filing year. For example, if the rate increase is filed on Nov. 15, 1977, column (c) should report data for calendar year 1975.

Column (d). If the fare/charge increase is filed during the first six months of the calendar year, the data reported in column (d) should be based on the 2nd calendar year preceding the filing year. For example, if the rate increase is filed on May 15, 1977, column (d) should report data for calendar year 1975.

If the rate increase is filed during the last six months of the calendar year, the data reported in column (d) shall be based on the 1st calendar year preceding the filing year. If, for example, the fare/charge increase is filed on November 15, 1977, column (d) should report data for calendar year 1976.

Column (e). Data to be reported in this column for the base year-actual shall be based on the 4-quarter calendar year periods identified below:

Filing month of verified statement	Four-quarter calendar year period ending
January	Sept. 30, preceding year.
February	Do.
March	Do.
April	Dec. 31, preceding year.
May	Do.
June	Do.
July	Mar. 31, filing-month year.
August	Do.
September	Do.
October	June 30, filing-month year.
November	Do.
December	Do.

The 4-quarter calendar year periods identified above represent the minimum requirement. However, in event a proposed fare/charge increase is filed at a time when data for a more current quarter than that specified are obtainable, the more current quarter may be used in the base year-actual. For example, if an increase is filed in late March and data for the 4th quarter of the preceding year is obtainable, the base year-actual ending December 31, may be used in lieu of the base year-actual ending September 30.

[42 FR 32541, June 27, 1977; 42 FR 40861, Aug. 12, 1977. Redesignated at 47 FR 49577, Nov. 1, 1982]

SCHEDULE F—AFFILIATE REVENUE DATA FOR SERVICES RENDERED

[Dollars in thousands]

( ) Greyhound Lines, Inc. ( ) Trailways combined ( ) All study carriers

Line No. and Item (a)	Calendar year 19— (b)	Calender year 19— (c)	Base year-actual (d)
affiliate revenues for services rendered to respondents			
1 Engineering	....	....	....
2 Management	....	....	....
3 Legal	....	....	....
4 Accounting	....	....	....
5 Financial	....	....	....
6 Furnishing of materials and supplies	....	....	....
7 Leasing of land, structures, and vehicles	....	....	....
8 Purchase of equipment	....	....	....
9 Construction	....	....	....
10 All other services	....	....	....
11 Total affiliate revenues for services rendered to respondent (lines 1 through 10)	....	....	....
12 Total affiliate revenues for services rendered to other than respondents	....	....	....
13 Total affiliate revenues (lines 11 and 12)	....	....	....
14 Total affiliate income from operations before income taxes	....	....	....

EXPLANATORY—SCHEDULE F

Purpose. Schedule F is designed to facilitate an assessment of the effect on the carriers' profits of transactions with affiliates.

Affiliate transactions aggregating less than $30,000 need not be reported in this Schedule.

Study Carrier Groupings. A separate Schedule F shall be prepared for each of the following:

1. Greyhound Lines, Inc.
2. Trailways Combined (study carriers, only)
3. All Study Carriers

Column (b). If the fare/charge increase is filed during the first six months of the calendar year, the data reported in column (b) shall be based on the 3rd calendar year preceding the filing year. If the fare/charge increase is filed during the last six months of the calendar year, the data reported in column (b) shall be based on the 2nd calendar year preceding the filing year.

Column (c). If the fare/charge increase is filed during the first six months of the calendar year, the data reported in column (c) shall be based on the 2nd calendar year preceding the filing year. If the fare/charge increase is filed during the last six months of the calendar year, the data reported in column (c) shall be based on the 1st calendar year preceding the filing year.

Column (d). Data to be reported in this column for the base year-actual shall be based on the 4-quarter calendar year periods identified below:

Filing month of verified statement	Four-quarter calendar year period ending
January	Sept. 30, preceding year.
February	Do.
March	Do.
April	Dec. 31, preceding year.
May	Do.
June	Do.
July	Mar. 31, filing-month year
August	Do.
September	Do.
October	June 30, filing-month year.
November	Do.
December	Do.

The 4-quarter calendar year periods identified above represent the minimum requirement. However, in event a proposed fare/charge increase is filed at a time when data for a more current quarter than that specified are obtainable, the more current may be used in the base year-actual. For example, if an increase is filed in late March and data for the 4th quarter of the preceding year is obtainable then the base year-actual ending December 31, may be used in lieu of the base year-actual ending September 30.

SCHEDULE G—SELECTED STATISTICAL DATA

[Dollars in thousands]

( ) Greyhound Lines, Inc. ( ) Trailways combined ( ) All study carriers

Line No. and Item (a)	Source (b)	1972 (c)	1973 (d)	1974 (e)	1975 (f)	1976 (g)	Cols. (h)–(l) (1977)–(1981) (h)
Operating revenues, expenses, and operating ratios:							
1 Passenger revenue	Sch. 2998, L. 1, col. (b)	....	....	....	....	....	....
2 Special bus revenue	Sch. 2998, L. 2, col. (b)	....	....	....	....	....	....
3 Express revenue	Sch. 2998, L. 5, col. (b)	....	....	....	....	....	....
4 Total operating revenues	Sch. 2998, L. 9, col. (b)	....	....	....	....	....	....
5 Total operating expenses	Sch. 2998, L. 15, col. (b).	....	....	....	....	....	....
6 Operating ratio	Line 5÷line 4	....	....	....	....	....	....
Carrier operating property:							
7 Structures	Sch. 1200, L. 2, col. (c)	....	....	....	....	....	....
8 Revenue equipment	Sch. 1200, L. 3, col. (c)	....	....	....	....	....	....
9 Improvements of leasehold property.	Sch. 1200, L. 8, col. (c)	....	....	....	....	....	....
10 Total carrier operating property	Sch. 1200, L. 11, col. (c).	....	....	....	....	....	....
Number and cost of buses:							
11 Number of buses acquired	Sch. 1221, L. 22, col. (c).	....	....	....	....	....	....
12 Cost of buses acquired	Sch. 1221, L. 22, col. (d).	....	....	....	....	....	....
13 Number of buses retired	Sch. 1221, L. 22, col. (e).	....	....	....	....	....	....
14 Cost of buses retired	Sch. 1221, L. 22, col. (f)	....	....	....	....	....	....
15 Average age of buses [1]	Sch. 1221, L. 22, col. (i)	....	....	....	....	....	....
Employee compensation:							
16 Total daily basis	Sch. 9002, L. 20, col. (c).	....	....	....	....	....	....

SCHEDULE G—SELECTED STATISTICAL DATA—Continued

[Dollars in thousands]

( ) Greyhound Lines, Inc. ( ) Trailways combined ( ) All study carriers

Line No. and Item (a)	Source (b)	1972 (c)	1973 (d)	1974 (e)	1975 (f)	1976 (g)	Cols. (h)–(l) (1977)–(1981) (h)
17 Total hourly basis	Sch. 9002, L. 21, col. (c).	....	....	....	....	....	....
Man-hours or days paid for:							
18 Total—Daily basis	Sch. 9002, L. 20, col. (e).	....	....	....	....	....	....
19 Total—Hourly basis	Sch. 9002, L. 21, col. (e).	....	....	....	....	....	....
Revenue bus-miles operated:							
20 Intercity service (regular route).	Sch. 9002, L. 1, col. (e)	....	....	....	....	....	....
21 Charter, sightseeing and other special service.	Sch. 9002, L. 3, col. (e)	....	....	....	....	....	....
22 Vehicle miles operated exclusively in baggage, mail express, and/or newspaper service.	Sch. 9002, L. 4, col. (e)	....	....	....	....	....	....
Revenue passengers carried:							
23 Number of intercity revenue passengers carried (regular route).	Sch. 9002, L. 6, col. (b)	....	....	....	....	....	....
24 Total number of revenue passengers carried.	Sch. 9002, L. 9, col. (b)	....	....	....	....	....	....
Other Statistics:							
25 Number of regulator route intercity passenger miles.	Sch. 9002, L. 12, col. (b).	....	....	....	....	....	....
26 Total passenger revenue	Sch. 9002, L. 16, col. (b).	....	....	....	....	....	....
27 Passenger-miles per bus mile (average load).	25÷L. 20	....	....	....	....	....	....
28 Passenger-miles per passenger carried-intercity service (average journey).	25÷L. 23	....	....	....	....	....	....

[1] *Line No. 15:* The weighted average age of buses for ''All Study Carriers'' is computed by:

(a) Calculating the average age of buses for each study carrier.
(b) Calculating the number of buses which each study carrier has on hand at the end of the year as a percentage of the total number of buses which all study carriers as a group have on hand at the end of the year.
(c) Multiplying the average age for each study carrier by that carrier's percentage of total buses on hand at the end of the year.
(d) Summing the result of calculation (c) above for each study carrier. The summation gives the weighted average age of buses for ''All Study Carriers'' taken together as a group.

EXPLANATORY—SCHEDULE G

Purpose. The purpose of Schedule G is to develop selected property, labor and operational data for use in evaluating the influence and relationship of these data to the income and other financial data contained in Schedules C through F. This schedule requires data commencing with the year 1972 through 1976, and thereafter, adding each calendar year's data until a 10-year moving period is reached. A ten-year time period is useful for analyzing the industry's operations during all phases of the business cycle.

Study Carrier Groupings. Schedule G shall be prepared for each of the following:

1. Greyhound Lines, Inc.
2. Trailways Combined (study carriers, only).
3. All Study Carriers.

Column (b). The annual report sources in this column refer to the 1976 Annual Report Form MP–1. For years prior or subsequent to 1976, use comparable sources.

Columns (c) through (g). These columns refer to successive calendar years from 1972 through 1976, each ending December 31.

Columns (*h*) to (l). These columns refer to successive calendar years which become applicable as the time period of record is expanded to the ultimate 10 year moving time period.

APPENDIX I TO SUBPART B

Excerpt from National Bus Traffic Association's brief (pages 18–23) in I&S M–29089 increased bus passenger fares and express/rates-nationwide.